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SOURCE

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1. Source learned that the traffic conference of the East German railroads will be held in Leipzig in mid-March. 1
2. At a conference of timetable experts held at Scharzburg in early February, source learned that passenger traffic, except for traffic of those gainfully employed, was to be considerably curtailed in favor of freight traffic in the coming summer. It was furthermore stated that no passenger trains except for KVP leave trains and professional trains would operate on Saturdays and Sundays. 2
3. Railroad personnel will be attached to VP transportation control headquarters. From the Cottbus regional railroad headquarters four employees were transferred to the VP in Berlin.
4. On 14 February, source observed that there was no change in the status of locomotive columns parked in Ducherow and Ruednitz. 3
5. On 19 February, source observed 30 locomotives parked at Ruednitz. 3
6. According to [redacted] the following coal stocks were available on the days mentioned:

	<u>6 February</u>	<u>12 February</u>	<u>18 February</u>
Ruhr coal	3,500 tons	3,000 tons	2,640 tons
Other type hard coal	44,000 tons	44,000 "	48,900 "
Brown coal briquettes	50,100 "	39,400 "	42,400 "

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The following quantities of shop coal were available on 12 February:

<u>Railroad district</u>	<u>Coal stocks (in tons)</u>
Berlin	4,117
Greifswald	1,328
Schwerin	3,304
Magdeburg	1,591
Halle	4,161
Erfurt	1,463
Dresden	5,389
Cottbus	660
Total	21,813

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7. The scheduled 1953 locomotive performance of the East German railroads was fixed at 117,730,000 ton-km. Since the coal consumption per 1,000 ton-km is 62 tons of briquette units (BE), a total of 7,299,260 tons (BE) would be required in 1953. To this figure must be added 500,000 tons (BE) required for column locomotives and 610,000 tons (BE) needed in railroad repair and maintenance shops. This would total 7,959,260 tons (BE). It is intended to establish a coal reserve of 345,000 tons (BE) before the beginning of the next winter.
8. On 16 January 1953, 38,800 tons of hard coal were released for the East German railroads from the state coal reserve. On 26 January, another 7,000 tons of hard coal were made available from this reserve, while the regular February allotment was cut by 70,000 tons of brown coal briquettes. An additional 21,000 tons of coal were scheduled to be delivered to the railroad administration from Poland in February.³

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1. [] Comment. Originally, this traffic conference was to be held in Weimar in January. []

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2. [] Comment. In view of the severe public criticism of the poor service rendered to the East German economy by the railroads system, the information on a radical curtailment of passenger traffic appears credible.

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3. [] Comment. This statement confirms previous information on the status of locomotive columns No 3 in Ruednitz and No 13 in Ducherow. []

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4. [] Comment. These data on railroad coal stocks are at variance with information contained in daily operations reports of the East German railroads. See []. If source's information should be correct, the shop coal reportedly available would be adequate for 11.2 days' requirements. []

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5. Comment. It is believed that the annual coal requirements of the East German railroads, on the basis of an average daily consumption of 23,000 tons, would result in a total of about 8,500,000 metric tons. The coal reserve scheduled to be established before the beginning of the 1953/1954 winter would be adequate for 15 days' requirements.

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6. Comment. These emergency measures were necessitated by the critical coal situation of the East German railroads. The allotment of coal from the state coal reserve on 16 or 17 January was reported previously.

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7. Comment. As reported. Possibly Schwarzburg (Saalfeld) MS1/J43.

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